

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4841

號六初月四年一十三精光

TUESDAY, MAY 9, 1905.

二拜禮

號九月五英港香

310 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 8,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.  
NAGASAKI. NEW YORK.  
LYONS. HONOLULU.  
SAN FRANCISCO. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING. LIAOWANG.  
KOBE. DALNY.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,

Hongkong, 29th March, 1905. [20]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$1,000,000  
Sterling Reserve.....\$10,000,000 \$18,000,000  
Silver Reserve.....\$5,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.  
H. A. W. SLADE, Esq., Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson.  
A. Haupt, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 1/2 per Cent. per Annum.  
For 12 months, 4 1/2 per Cent. per Annum.

J. R. M. SMITH,

Hongkong, 27th March, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by  
the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1905. [23]

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow  
Tientsin Tientsin

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [24]

## Insurance.

### NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Underigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th March, 1905. [25]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORIZED.....GOLD \$10,000,000  
CAPITAL PAID UP.....GOLD \$3,947,700  
RESERVE FUND.....GOLD \$3,947,700

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account and ac-  
cepts Fixed Deposits at Rates which may be  
ascertained on application.

CHARLES R. SCOTT,

Manager.

20, Des Vieux Road,  
Hongkong, 18th February, 1905. [21]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896

Shanghai Tael.

UNSUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collec-  
tion Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " 6 " 12 " 18 "

5 1/2 " " " 24 " 36 " 48 "

E. W. RUTTER,

Manager.

Hongkong, 6th January, 1905. [19]

### THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE-  
HOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent

" " " 6 " 3 " 12 " 18 "

" " " 24 " 36 " 48 "

T. P. COCHRANE,

Manager.

Hongkong, 10th May, 1904. [24]

## ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system

and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

### THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [43]

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

LONDON and ANTWERP VIA  
SINGAPORE, PENANG, PERA.....About 10th May  
COLUMBO, PORT SAID and A. L. Valentini.....Freight only  
MARSEILLES.....May

YOKOHAMA VIA SHANGHAI, PALERMO.....About 13th May  
MOJI and KOBE.....Freight only  
(Passing through the Island Sea.) E. G. Andrews.....May

SHANGHAI.....BENGAL.....About 19th May  
G. Phillips.....Freight and  
Passage.

LONDON, &c.....CHUBAN.....May 20th, Noon  
H. W. Kenrick, R.N.R. .... See Special  
Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 6th May, 1905. [2]

## Intimations.

### LANE, CRAWFORD & CO.

## PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR—

BRINSMEAD, STEINWAY, BROADWOOD,  
COLLARD & COLLARD, CHALLEN,  
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate  
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism  
is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are  
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the  
East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

### POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of  
URIC ACID such as Rheumatism and Rheumatic Gout consumers  
are benefited by drinking the water, it being a perfect alkaline corrective.  
It mixes well with Wines and Spirits without in any way destroying the  
flavour.

Telephone

No 75.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [17]

### E. C. WILKS & Co.,

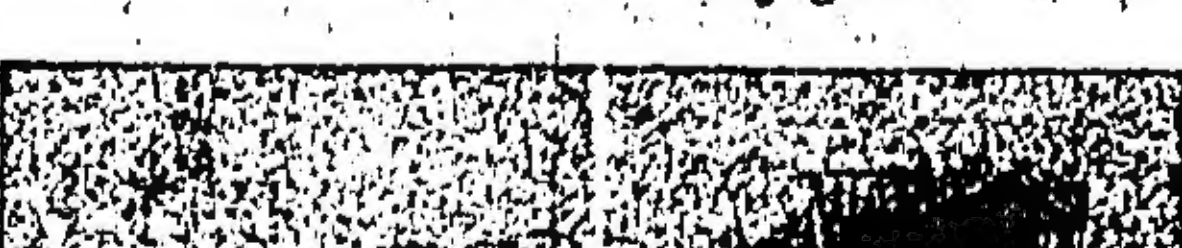
CONSULTING MARINE & ELECTRICAL

ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNCROFT'S MOTORS AND MOTOR LAUNCHES,  
RACING AND CRUISING.

## OUR MOTORS



For Reliability, Durability, Workmanship, Lightness.

Estimates cheerfully given.

OUR PROPELLERS  
Are fitted to the Principal Racing Launches in Europe.  
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SONS' ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [301]

## Intimations.

### The King

among scientifically condensed foods is Bovril.  
In the smallest possible bulk Bovril has every  
virtue a true food should possess—it is nourishing  
and strengthening—it is a stimulant and a  
warmth-giver; and, besides being very appetising,  
is thoroughly digestible. Bovril is a great help  
to the cook, too.



571



## YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [136]

### JOHN DEWAR SONS & Co., PERTH

## WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [139]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

### ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.

Hongkong, 6th May, 1905. [41]

### ACHEE & CO.

ESTABLISHED 1859.

DEPOT

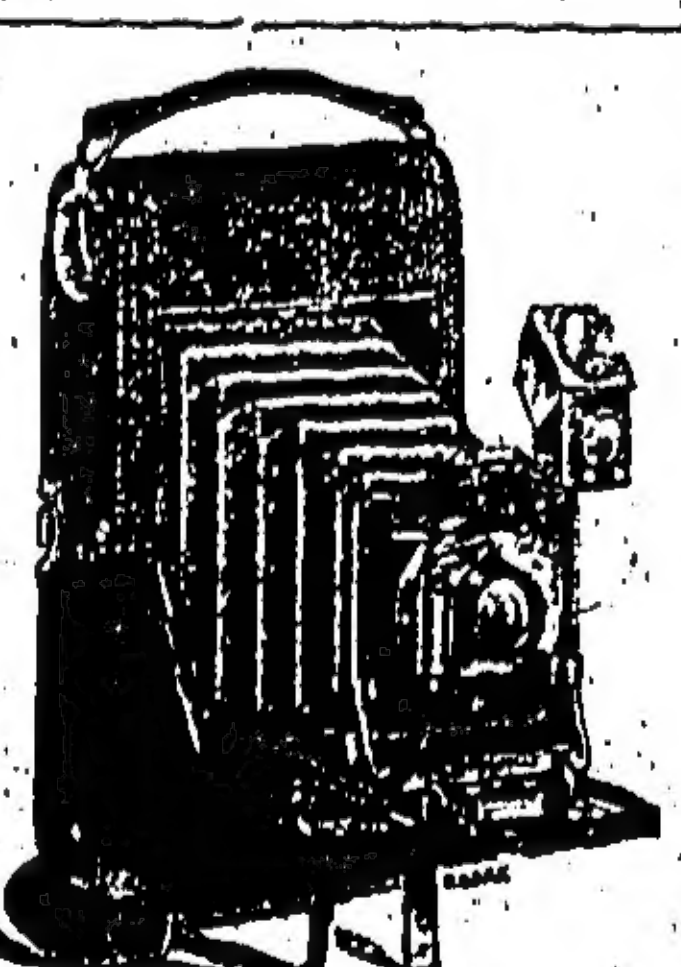
for

EASTMAN'S

KODAKS, FILMS

and

ACCESSORIES.



## HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,

Acting Manager.

[20]

### MACAO AND CANTON

## HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence  
to CANTON and back to HONGKONG, will be  
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—FRANCIS BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Anoy,  
Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimomura, Mito, Wakamatsu,  
Kasuga, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 6646).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujiyama, Hokokai, Hondo, Ichimura, Kanada, Mameda, Matsumura,  
Onuma, Otsu, Sasebo, Tsubakura, Yoshinotani, Yoshio, Yumokibara and other Coals.

S. MINAMI, Manager, Hongkong.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,365 tons..... Captain H. D. Jones.  
 "POWAN" ..... 2,338 "..... R. D. Thomas.  
 "FATSHAN" ..... 2,260 "..... W. A. Valentine.  
 "HANKOW" ..... 3,073 "..... C. V. Lloyd.  
 "KINSHAN" ..... 1,995 "..... J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons..... Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.  
 Cheap Excursions on Sundays, per S.S. "Honam" leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 988 tons..... Captain J. Wilcox.  
 "NANNING" ..... 569 "..... C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahaling, Kungchuk, Kait-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Tsai, Lo-Ting-Kau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak-Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" ..... Capt. B. Branch. S.S. "SANUI" ..... Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kungchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$32.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

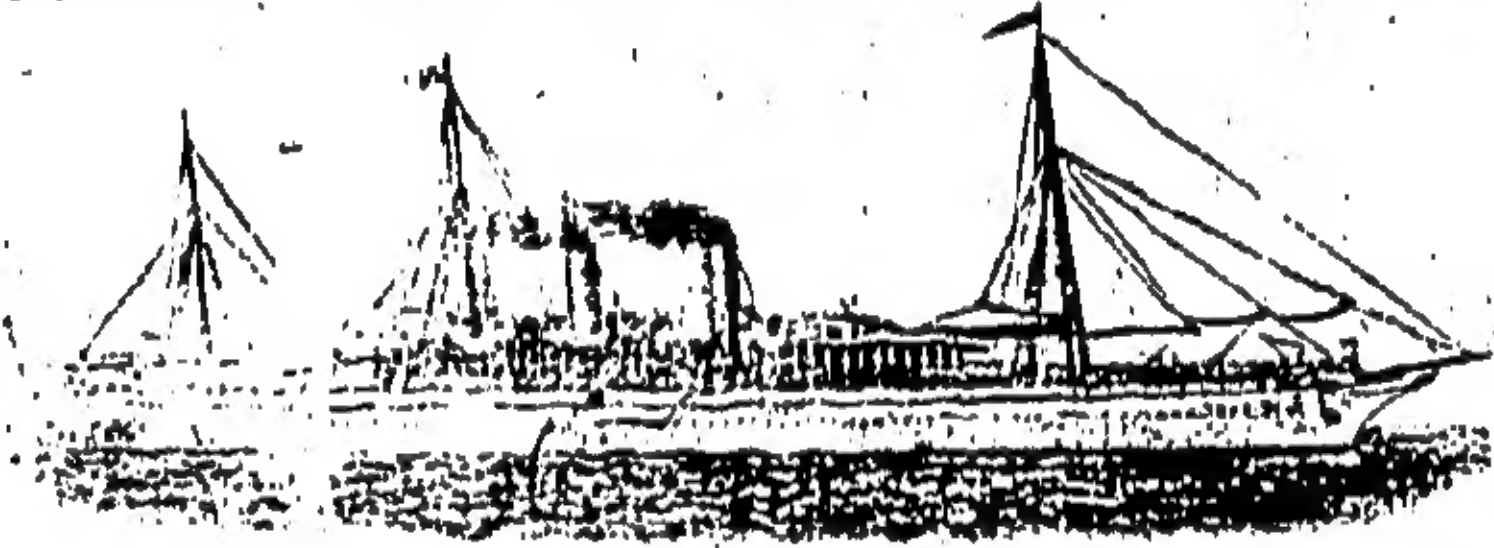
## HONGKONG-KONGMOON LINE.

S.S. "TAK HING" ..... Capt. R. Biers. S.S. "HONGKONG" ..... Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kungchuk and Kongmoon. Returning daily (Monday excepted).  
 FARES:—Hongkong to Kong Moon.....Single \$6.00  
 Hongkong to Kungchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
 R.M.S. "EMPERESS OF JAPAN" ..... 5,000 Tons..... WEDNESDAY, 10th May.  
 "ATHENIAN" ..... 3,440 "..... WEDNESDAY, 24th May.  
 "EMPERESS OF CHINA" ..... 6,000 "..... WEDNESDAY, 31st May.  
 "EMPERESS OF INDIA" ..... 6,000 "..... WEDNESDAY, 21st June.  
 "TARTAR" ..... 4,425 "..... WEDNESDAY, 5th July.

Hongkong to London, 1st Class.....\$100. 2nd Class.....\$60. 3rd Class.....\$40.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40. ".....\$42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to—  
 D. E. BROWN, General Agent,  
 9, Paddar's Street.

Hongkong, 4th May, 1905.

## HAMBURG-AMERIKA LINIE.

OBERSTADTSCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BERGOVIA.....	HAVRE, BREMEN AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	11th May. } Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	12th June. } Freight.
BRISGAVIA.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	28th June. } Freight.
SITHONIA.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	12th July. } Freight.
ASILIA.....	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	26th July. } Freight.
NUBIA.....	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	2nd June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 9th May, 1905

D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmonious, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Details.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

U.S.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
 PROPOSED SAILINGS FROM HONGKONG.  
 (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 10th May.
ROON.....	WEDNESDAY, 24th May.
BAVERN.....	WEDNESDAY, 7th June.
ZIETEN.....	WEDNESDAY, 21st June.
DARMSTADT.....	WEDNESDAY, 5th July.
SACHSEN.....	WEDNESDAY, 19th July.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAVERN.....	WEDNESDAY, 11th October.
GNEISENAU.....	WEDNESDAY, 25th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
 Shipping Orders will be granted till NOON, on MONDAY, the 8th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th May.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
 Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 30th May.
WILLEHAD.....	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR.....	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

For STEAMERS ABOUT  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } BAYERN.....WEDNESDAY, 10th May.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } ZIETEN.....WEDNESDAY, 24th May.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 9th May, 1905.

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. .... Every 30 minutes.
7.30 a.m. to 8.00 a.m. .... Every 10 minutes.
8.00 a.m. to 8.30 a.m. .... Every 15 minutes.
8.30 a.m. to 9.30 a.m. .... Every 10 minutes.
9.30 a.m. to 11.00 a.m. .... Every 15 minutes.
11.30 a.m. to 12.45 p.m. .... Every 15 minutes.
12.45 p.m. to 1.15 p.m. .... Every 10 minutes.
1.15 p.m. to 1.45 p.m. .... Every 15 minutes.
1.45 p.m. to 2.15 p.m. .... Every 10 minutes.
2.15 p.m. to 3.00 p.m. .... Every 15 minutes.
3.00 p.m. to 3.30 p.m. .... Every 10 minutes.
3.30 p.m. to 8.00 p.m. .... Every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. .... Every 15 minutes.
9.00 a.m. to 9.30 a.m. .... Every 30 minutes.
9.30 a.m. to 10.30 a.m. .... Every 15 minutes.
10.30 a.m. to 11.00 a.m. .... Every 10 minutes.
12.00 Noon to 1.00 p.m. .... Every 10 minutes.
1.00 p.m. to 3.00 p.m. .... Every 15 minutes.
3.00 p.m. to 7.00 p.m. .... Every 15 minutes.
7.00 p.m. to 8.00 p.m. .... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.  
 JOHN D. HUMPHREYS & SON,  
 General Managers,  
 Hongkong, 19th December, 1904.

## THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,  
 41 & 43, QUEEN'S ROAD CENTRAL,  
 TOP FLOOR.  
 PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.  
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.  
 PRICE VERY MODERATE.  
 Hongkong, 14th September, 1903.

## MEE CHEUNG,

PHOTOGRAPHER,  
 For Floor of Ice House, in  
 11, Taikong Road.  
 IS now in a position, in his New and Commodious Premises, to execute, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.  
 GROUPS AND VIEWS a speciality.  
 Hongkong, 17th September, 1905.

THE WISE MAN  
BUYS A "SINGER," ITS TRUE ECONOMY.

5 YEARS' GUARANTEE.  
 FREE INSTRUCTION.  
 EASY PAYMENTS.  
 It's something you need.  
 SHOW-ROOMS:—1, WYNDHAM STREET.  
 Hongkong, 25th March, 1905.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.  
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,  
 &c. &c. &c.

Sole Agents for  
 FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
 EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK  
 AT REASONABLE PRICES.  
 Hongkong, 7th March, 1905.

A FOOK & Co.,  
 12, Pottinger Street, Central.  
 GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMMODITIES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS' STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.  
 Moderate terms.  
 Orders solicited.  
 Hongkong, 23rd February, 1905.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[76]

C. W. MEAD, C.E., President and Shanghai Manager.  
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.  
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,  
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,  
HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.  
 A Specialty made of Reinforced Concrete and Concrete Piles.  
 Examinations Survey Reports and Estimates.  
 On all Railway or Proposed Construction Works.  
 Hongkong, 2nd February, 1905.

[208]

When you send your "boy" for

## Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES,

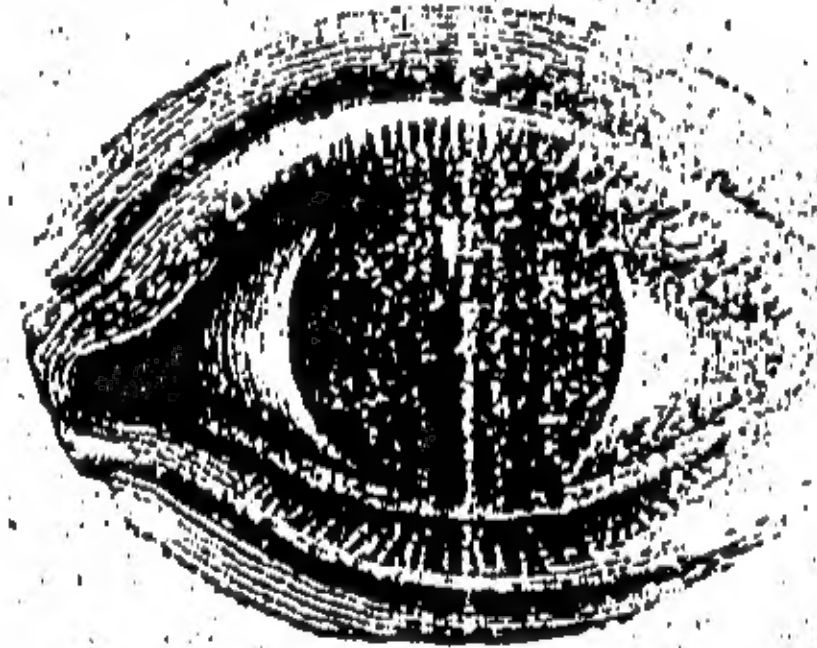
GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

[206]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 10, D'AGUIAR STREET, HONGKONG.  
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bedford Street. 566, Nanking Road  
 Hongkong, 24th March, 1904.

[40]

## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.  
 Hongkong, 19th May, 1904.

[27]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.  
 Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.  
 The Superiores will also be most grateful for any PAPER, or old, EMVLOYERS to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
 Hongkong, 23rd April, 1892.



## Intimation.

WM. POWELL,  
LIMITED.

—ALEXANDRA BUILDINGS—

FURNISHING  
DEPARTMENT,  
(FIRST FLOOR BY LIFT.)NEW  
LACE  
AND  
MUSLIN  
CURTAINS.DAINTY  
UPHOLSTERING  
AND  
ART FABRICS.LAMP  
SHADES!!!  
CANDLE  
SHADES!!!ELECTRIC-  
LIGHT  
SHADES!!!DAINTY  
AND  
ELEGANT,  
Prices from 50 cts. to \$27.50 each.A Splendid Variety of  
CROCKERY,  
comprising  
TOILET SETS,  
DINNER SERVICES  
JUGS,  
CUPS & SAUCERS  
&c., &c.A Selection of  
DAINTY GLASS  
FLOWER  
VASES.  
&c., &c., &c.Wm. POWELL, Ltd.  
HONGKONG.

(Hongkong, 8th May, 1905.)

## Notice of Firm.

## NOTICE.

WE have authorized Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & Co.  
Hongkong, 5th May, 1905. [544]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY AND SATURDAY, the 12th and 13th May, 1905, commencing each day at 2 P.M. sharp, at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A VERY FINE COLLECTION OF JAPANESE CURIOS & WORKS OF ART, Comprising:— SILK-EMBROIDERED PALACE and FEMME HANGINGS, BED COVERS, CUSHIONS, Very Fine SATSUMA TEA SETS, VASES, WALI PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.  
Catalogues will be issued. TERMS:—As usual.HUGHES & HODGKIN, Auctioneers.  
(Hongkong, 5th May, 1905.) [539]

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, of VALUABLE LEASEHOLD PROPERTY, situate at Caine Road, Victoria, Hongkong, on

FRIDAY, the 12th May, 1905, at 3 P.M., by Mr. GEO. P. LAMMERT, Auctioneer, at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land Office as Section A of Inland Lot No. 423 and Section A of Inland Lot No. 523 with the Mortgage and Buildings thereon, known as "DINDER," No. 51, Caine Road, and contain in the whole 29,138 square feet, and are held from the Crown for the residue of the respective terms of 99 years. Annual Crown Rent \$76.65.

For further particulars and conditions of sale, apply to—

EVEN & HARTON, Solicitors for the Mortgagee, or to GEO. P. LAMMERT, Auctioneer.  
(Hongkong, 5th May, 1905.) [538]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of May, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND abutting Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1907.

## PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Conduit Road	ft. ft. ft. ft. ft. ft.	8,158	50	\$125

Hongkong, 6th May, 1905. [548]

## Intimations.

## CAFE WEISMANN.

THE Public are invited to pay a visit to our new TIFFIN ROOMS.

The only place of its kind in Hongkong.

## A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON DRAUGHT.

Entrance—No. 1A, WYNDHAM STREET.  
Hongkong, 22nd April, 1905. [46]

## LEVY HERMANOS.

DIAMOND JEWELLERY AND WATCHMAKERS.

ESTABLISHED 1850.

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given on every purchase.

40, QUEEN'S ROAD, Watson's Building.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.  
(Hongkong, 10th September, 1905.)

## DRUMS AND DRUMMERS.

To many people the idea of the drum as a musical instrument may sound incongruous, but, as Mr. W. D. Robertson tells us in the April number of Cassell's Magazine, the older composers used timpani in pairs, generally tuned to tonic and dominant; but Meyerbeer (himself a timpanist) constantly wrote for three, and in his opera *Robert le Diable* used four, and gave to them a fascinating little melody. Modern composers generally write for three, and, moreover, use them to produce different effects. Whereas these instruments were formerly used merely to enforce the fortes, they are now much more effectively employed for orchestral colour and atmosphere and delicate nuances. Occasionally they have been used as solo instruments. Beethoven has thus treated them in several instances in his symphonies; and Julius Tausch, formerly Capellmeister of Dusseldorf, wrote a solo in which he used six timpani and allotted to them the melody, the orchestra making the accompaniment. This was played by Mr. Gabriel Cleather at the Crystal Palace with Sir August Mann's orchestra in 1885, and created no little stir in the musical world, as it furnished a practical illustration of the greater use that may be made of these instruments under capable and artistic treatment. At an anniversary of the battle of Trafalgar, Sims Reeves was singing the "Death of Nelson" before a distinguished gathering of ladies and gentlemen on the old Victory at Portsmouth. He was stationed as nearly as possible on the spot where the great Admiral died, and everything was done to make the performance profoundly impressive. When this song is rendered with orchestral accompaniment, the bass drum comes in with a most effective crash at the words, "At last the fatal shot," the tenderest passage in the piece. There was no accompaniment at all on this occasion, but a midshipman just at the musical moment heaved an iron canister down the main hatchway, and created a sensation that bordered on panic. That improvised drum-effect would have been better left out, as happened with a different result to another drum-effect. This was at a provincial festival in the north. Included in the programme was the Andante of Haydn's "Surprise Symphony," in which the drum has occasionally only one note to play, and that note constitutes the surprise. For such an important note—a note on which the success or failure of the whole piece hangs—it was decided that no local drummer would do. The reputation of the whole festival depended upon that note being properly struck and in time, and the only man to whose care it could be entrusted was Sir Michael Costa's celebrated drummer, Robert Seymour. Seymour's fee, beside his railway fare, was £5. The money was paid and the piece went on; but at the critical moment the drum was silent. It was the most surprising "Surprise Symphony" that had ever been rendered.

## ALIENS AS PROFESSIONAL IMMIGRANTS.

A well-known figure in the commercial life of a provincial city is an alien who thrice failed disastrously to get a foothold in this country (says the writer of an article entitled, "Aliens as Professional Immigrants," in *Cassell's Saturday Journal* for April). Of German nationality, he first reached England from his country, via New York, landing at Liverpool a pitiable object—dirty, unshorn, and bearing abundant evidences of having worked his passage here in a cattle boat. England proving a nut he could not crack, he was sent home by a wealthy compatriot. In less than three months he was back again, and for some time afterwards subsisted on charity. Again he was repatriated, with the same result as before; and then again this time with a stern warning that he would get no further help. But for all that he turned up once more, and, obtaining secretarial work, eventually married a wealthy Englishwoman, with whose money he founded a large and prosperous business. This is not a very creditable career, but it is positively brilliant in comparison with that of the average foreigner of the come-and-go variety—the alien who is repatriated again and again at the expense of his own or of the general community. He is a familiar type in Allen-Land, and at best his virtues are of the negative kind. Even a police-court attorney would find it difficult to say much in his favour. Hordes of aliens of this kind are well-known to the officials of societies which succour distressed foreigners. These gentlemen are also familiar with many men who, while neither criminals nor beggars, are of so roving a disposition that they want to be constantly crossing the Channel or the North Sea. To check this emigration, it is a rule of some of such societies not to assist an alien back to his own country a second time, while very seldom will one of these bodies send a man home oftener than twice. That were to put a premium on shiftlessness. No small proportion of the come-and-go class that societies deal with approximate more or less closely to those English mechanics who are never at home except when they are on tramp. A German master baker recently told the writer that he knew a journeyman in his own trade who pretty well divided his time between London and Berlin. On one occasion this man threw up on the spur of the moment a good situation in London, and then instantly set about raising funds to get back to Germany. As he had already "played up" the various philanthropic agencies, he did not attempt to induce them to assist him, but begged in the street from everybody whom he met, and in about eight days he actually got sufficient to take him to his native land. He came back, however. Two months later he was parading London again.

AN ADE QUOTE OF THE  
"MIMING FROM DIVINE."

Mr. Robert Koch, the celebrated bacteriologist of Germany, once told a story which indirectly refers to science, but which is worth repeating if only to show how the scientific mind does not preclude a sense of humour. A young friend of mine (says a writer in the *Penny Magazine*), who was studying for the medical profession, was on his way to Berlin to study under Koch. When I arrived in Berlin some months later, my friend introduced me to the great doctor, and it was at that first meeting that he told me this tale: "Some indefatigable English and American women in China," he said, "have organised what they call a 'Natural Feet Society' for the purpose of exerting moral and intellectual suasion against the Chinese practice of compressing girls' feet. And the moral and intellectual argument used by the Chinese in opposition is exceedingly amusing. For example, a Chinese gentleman here in Berlin, a member of the Chinese Embassy, a college graduate and a most charming fellow, presented me with a silken shoe so tiny that no healthy European baby—not even a girl baby—could possibly get it on. Yet my Chinese friend told me that the shoe fitted his sister's foot perfectly, and that his sister was exactly sweet sixteen. 'I'm charmed with your gift,' I said to him; 'but it would be a good thing for your country-women if that 'Natural Feet Society' could get a foothold.' For some minutes the young Chinaman made no answer. Then he picked up a woman's magazine that lay on the table, and, turning to the portrait of a society girl, said: 'I'm charmed with your gift of logic, but it would be a good thing for your country-women if my people over here would form a 'Natural Waist Society,' and teach your girls that a small foot is a very much more comfortable thing than a small waist.'"

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

London—Bank T.T.	100 to 107 1/2
Do. Demand	100 to 107 1/2
Do. 4 months' sight	100 to 107 1/2
France—Bank T.T.	100 to 235
America—Bank T.T.	100 to 45 1/2
Germany—Bank T.T.	100 to 19 1/2
India T.T.	100 to 140 1/2
Do. Demand	100 to 140 1/2
Shanghai—Bank T.T.	100 to 7 1/2
Japan—Bank T.T.	100 to 9 1/2
Java—Bank T.T.	100 to 12 1/2

## Buying.

4 months' sight L/C	100 to 107 1/2
6 months' sight L/C	100 to 107 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	100 to 11 1/2
4 months' sight France	100 to 235
6 months' sight do.	100 to 235
4 months' sight Germany	100 to 19 1/2
Bar Silver	100 to 75 1/2
Bank of England rate	100 to 2 1/2

## OPTIMUM QUOTATIONS.

To-day's quotations are as follow:—

Malwa New	@ 1,150
" Old	@ 1,230
" Older	@ 1,280
" Oldest	@ 1,350
Patna New	@ 1,150
Recared New	@ 1,100
Persian (Paper)	@ 1,280/10

## Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

A BRANCH REGISTER OF MEMBERS of this Company on the EASTERN REGISTER has this day been established under The Companies (Colonial Register) Act 1883 and will be kept at the Office of the Undersigned who are duly authorised to exercise all the powers of the Directors of the Company in relation to transfer of Shares entered in such branch register.

Dated this First day of May, 1905.  
[54] BRADLEY & Co.

## THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.

No PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY GUARANTEED.

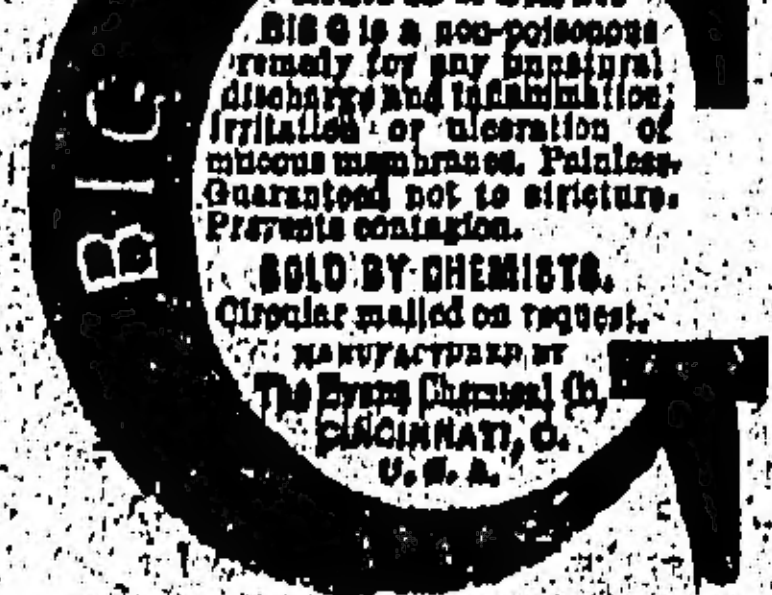
Fuller particulars, prices, booklets and samples on application.

## SOLE AGENT:—

H. RUTTONJEE,  
5, D'Almeida Street, Hongkong.

37, Elgin Road, Kowloon.

Hongkong, 19th April, 1905. [58]



## Intimations.

## WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an ornament of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

## WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

## PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the old Chamber of Commerce Room, City Hall, on SATURDAY NEXT, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

(Hongkong, 8th May, 1905.) [549]

## WANTED.

FOR a GERMAN GENTLEMAN in English Family Board and Residence.

Apply to—

"A. S."

C/o Hongkong Telegraph.

(Hongkong, 29th April, 1905.) [522]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 72.

{Removal of the Tai-shak Barrier, Back Reach.

NOTICE is hereby given that the Steam Dredger "CANTON RIVER" will commence work at the TAI-SHEK BARRIER on or about the 14th inst.

Masters of vessels should continue to navigate the Old Channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacons.

The Dredger will exhibit by night the usual lights of a vessel at anchor, i.e., a white anchor light forward and a stern light.

J. HOWELL MAY,

Harbour Master.

Approved: F. J. MAYERS, Acting Commissioner of Customs.

Custom House, Canton, 3rd May, 1905. [546]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 60 pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.  
(Hongkong, 10th January, 1905.) [57]

## FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a

FURNITURE STORE

at No. 45, DES VEAUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson &amp; Co., Ltd., Joint Telegraph Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd. write as follows:— "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and CHARGES most moderate.  
AN INSPECTION INVITED.  
(Hongkong, 6th December, 1904.) [60]

## Intimations.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

## FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES &amp; Co., General Managers.

(Hongkong, 26th April, 1905.) [514]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2); post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD &amp; Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD &amp; Co.

(Hongkong, 24th November, 1904.) [63]

ESPECIAL OLD TOM GIN. Marshall and Elvy's



DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

(Hongkong, 11th May, 1904.) [53]

THE WINE GROWERS SUPPLY CO.



BARRETTO &amp; Co.,

General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son &amp; Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"

is not medicated nor chemicalised.

"THE CELEBRATED PIG BRAND STOUT"

Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's.

Per case of 6 dozen pints \$24.00

" 4 4 quarts \$14.00

BARRETTO &amp; Co., Agents,

Nos. 22 &amp; 24, Bank Buildings, Queen's Road Central, Hongkong, 16th March, 1905. [49]



Hongkong, 27th December, 1904. [35-m]

Russia must outlast Japan. But when one realises that, although the revenues of the former are vastly greater than those of the latter, her expenses are proportionally greater, that conclusion can scarcely be said to be sound. It was the constant drain on her resources that brought Russia down in 1854 when England was just beginning to feel strong enough to do some real damage in the field, and would have done so if France, for reasons of her own, had not been so anxious for peace. Then as now the Russians departed from their usual practice and landed themselves in trouble from not being able to believe that their opponents could be in earnest. Indeed this analogy between fifty years ago and to-day is remarkable as can be further illustrated by quoting the words in which Hamley sums up the results of the Crimean campaign. "For a whole generation," he says, "the world continued to have the benefit of the war in the enforced quiescence of Russia. Her wounds were too deep to permit her during that time to attempt measures of aggression, or to indulge a desire to disturb the peace of the world. And this result proved that the point of attack upon her had been rightly and fortunately selected. The small proportion of coast line she exposes to the descent of an invader, the immense distances from the extremities to the heart of the Empire, the scarcity of roads, the rigours of the climate all rendered the attack of the Western Powers upon Russia, a nearly insoluble problem. But, on the other hand, when once she had resolved to bring all her resources and all her might to bear on the defence of Sebastopol, these conditions turned against her and rendered her course absolutely ruinous. Her troops were obliged to traverse enormous spaces to reach the point of conflict, the length and bad condition of the lines of communication rendered the supply of the Army difficult and extravagantly costly, the winter brought untold losses to the columns moving through mud and snow and exposed to piercing winds. The requisitions for supplies and transport

A DETERMINED house-breaker is Ng Fong, but he will be safely kept out of mischief for a while, and looked after by a paternal government, for he has house-broken once too often. It appears that on the 1st inst., a Chinaman's house, No. 14, Moon Street, Wanchai, was broken into, and clothing stolen, and while the police were making search for the culprit, there only appearing to be one—a report was made that another house, No. 18, Irving Street, East Point, had been broken into and a valuable lot of clothing stolen. Ng Fong was arrested on suspicion, and in his possession was found part of the proceeds of his robberies. This morning Ng was placed before Mr. Hazzard, who promptly sent him to one month's hard labour on each count.

It is reported that a big Company is being floated in Ceylon with a capital of Rs. 3,00,000 for the cultivation of rubber. It is expected that in the course of a few years 1,50,000 lb. of Para rubber will be turned out annually by the Company into the market of the world and that, in the meantime, there will be a great demand for labour to bring 50,000 acres into cultivation.

SOMEWHAT violent earthquake shocks were experienced at Mallock, Doncaster, Scarborough and other places in the Midlands and the North, early on the morning of the 23rd.

## SHIPPING AND MAILES

The M. M. Co.'s s.s. *Polynesian* with the next French Mail, left Singapore on 8th inst., at 6 am., for this port via Saigon.



## TELEGRAMS.

[Reuter's.]

## The British Naval Manoeuvres.

London, 7th May.

The countermanding of the Naval manoeuvres has evoked much speculation of every description, but it is generally understood that the decision is due to the continuance of the war, and to apprehension that delicate situations might be caused by grand manoeuvres while the Russian and Japanese fleets are at sea; moreover, it would be inconvenient to deplete the China squadron at the present time.

## The Stud.

Later.

M. Bass, the owner of Scythia, has bought the stallion Cyllene, for 30,000 guineas.

## Russia.

The Tsar, addressing 1,150 cadets promoted to officers, at Tsar Koeselo, mentioned that they had been promoted four months earlier than usual owing to the heavy losses of officers in Manchuria.

[N. C. D. News.]

## Hints for Indo-China.

Tokio, 4th May.

In reference to the stay of the Baltic Fleet at Hon Kōbe the papers write sceptically concerning the sincerity of French neutrality. Moderate remonstrances, they say, are unavailing and they urge more vigorous action. They recall the English occupation of Denmark during the Napoleonic campaign, the sinking of the Caroline and Niagara, and the German ultimatum that they would occupy Belgium in 1875.

Osaka, 4th May.

A Paris telegram states that a counsellor of the Japanese Legation there has inquired of the Foreign Minister whether the French authorities of Indo-China have fully exercised their rights in supervising the costs of Indo-China, and preventing trade in contraband.

## The Success of Japan Domestic Loan.

Tokio, 4th May.

The fifth Exchequer Bonds have already been subscribed twice over.

## Japan Honours Her Dead.

Tokio, 4th May.

A national festival opened at Tokio yesterday, and will be continued till to-morrow, in memory of over 30,000 men who had fallen in the war up till the end of last January. The Emperor and Empress were indisposed, but H. I. H. Prince Fushimi was present as proxy for his Majesty in the forenoon and Prince Kanin attended on behalf of the Empress.

There is intense enthusiasm; the city is en fête. Families have come up to the metropolis from all parts of the country and the trains have overflowed.

## THE MACKAY TREATY.

Mr. Edward S. Little writes to the N. C. D. News on the 3rd inst. as follows:—

Referring to the telegram to the Foreign Office, I forwarded the same to Peking, through the British Consul here, asking the Minister in the good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for the forwarding of this message to the British Government, and further informing me that specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram, which was signed by more than seventy British merchants, is worded as follows:—

"British merchants draw Government's attention to the fact that China's Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Her British Government insist on Treaty being made immediately operative."

The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons.

I understand also that the China Association has wired to its London Committee, requesting them to back up this telegram.

It is also being forwarded to the London Press.

By these means every possible effort is being made to compel Government's attention to this now burning question.

Commenting on the telegram to Lord Lansdowne, the *Shanghai Times* says:—

"It was Kipling who wrote 'The light that failed' but it required a combination of the wits of the East and West in the persons of Sir James Mackay and H. E. Sheng Kung Pao to collaborate in that wonderful work, 'The Treaty that failed.' That wonderful Treaty through which China was to be pardoned—for be it remembered that in the year 1902, China was still presumably the supplicant for mercy—for one of the greatest crimes against those laws which alone constitute nations as nations; the crime of attempted violation of the sanctity of the legations. The peace protocol was the actual pardon, but the much belated Mackay Treaty of commerce set it right in its various clauses the conditions of pardon. Here was good common ground to start on. When the task was entrusted to Sir James Mackay, China was a criminal nation in the position of a supplicant for mercy. That mercy was to be accorded on certain conditions. Spendid! Could any treaty commissioner have a greater opportunity than

had Sir James Mackay in the year 1901 and 1902? A treaty was drawn up or was being drawn up seemingly to the satisfaction of the treaty commissioners, but even then there were objections raised by merchants, not only British, but those of other nations, who had great experience of China and things Chinese, in the shape of Chinese officials and the worthlessness of merely 'tossing to the official's word or the official signature. The objections were officially ridiculed because they demanded that before everything was given away on the British side, some precautions should be taken to secure guarantees from China that what China professed readiness to grant, should be granted both in the word and the spirit of the treaty within a reasonable time. That was in 1902. The same ridiculed merchants, three years later, point out that from lack of the guarantees, which they so earnestly desired, not a single one of the treaty stipulations has been carried out. And the nation, which so blindly gave all it was asked for by the supplicant criminal, is ridiculed for its credulity in the home of the criminal. We cannot get away from the fact that no faith can be placed in the word emanating from Chinese officialdom since the dastardly outrage of 1900, known as the 'Siege of the Legations.' That act put China outside the pale of honour. Those of us, who live here and know this, are dependent for the conditions under which we live and trade, upon the unguaranteed clauses in treaties made by men, perhaps experts as to the conditions prevailing elsewhere, but absolutely ignorant of or blind to those prevalent in Chinese life and trade. It is not their fault that they should be so handicapped but, nevertheless, it is our grievous misfortune that the treaties which are supposed to be made for our benefit are made by them, when there are so many capable men with knowledge of local conditions. That these local conditions should exist in a manner inimical to British interests is solely due to the weak and invertebrate policy of the British Government towards China and Chinese affairs. The men on the spot know from actual dealings with Chinese of all classes that guarantees are always necessary even in those little treaties of every day business life. Yet the British Government, situated many thousands of miles away and unable to keep the close watch upon matters Chinese like the men on the spot, is prepared to dispense with all those guarantees, locally found absolutely necessary. As the Mackay Treaty now stands after nearly three years, without a single clause fulfilled, it ranks as one of the worst blots in the history of British diplomacy. There is not a single one of the clauses of that treaty, the spirit of which is operative to-day, but China has got back all and more than she lost, through her foully criminal act of 1900. We must remember that by that act in 1900 against the unwritten code of nations for almost all time—the sanctity of the minister—China placed herself in the position of a criminal crying for mercy and placed the nations who made war upon her in the position of victors, dictating terms, not pleading conditions. Every clause therefore of the Mackay Treaty is in spirit a term dictated to China and as such should be insisted upon with the determination of a dictator. That is what should be, but what do we find actually the case? The proud nation which would not bow the knee to any civilized government pleads as supplicant with China to fulfil what are now termed promises in lead of dictated terms. We, on the spot, know that China spurns the supplicant and acknowledges no obligations but that of force. Are we British to be the supplicants to a Government that has so far outraged our feelings as to beguile our legations? Are we to yield another percentage as we have done to the Maritime Customs in lieu of the total abolition of like to be coolly told by China it is inconvenient for China to fulfil on its side the terms dictated to it? Surely the day has not arrived when Great Britain passes into the ranks of the moribund nations. One might be led to think so from the attitude of the home government towards British interests in China, but there is a faint hope that we are not yet quite decadent. To this faint hope seventy British merchants cling, like the drowning man snatches at a straw; in the hope that through their efforts some shred of British commercial and industrial prestige may be saved from the wreck of the Mackay Treaty. Their efforts should meet with untold support from all sections of the British trading community both in China and at home. 'Great Britain cannot afford, and must not be permitted to neglect British interests throughout China in the future as she has in the past, and we echo the words of the merchants' telegram 'The British Government must insist on the Treaty being made immediately operative.'"

## SINGAPORE DOCKS.

The preparation for submitting the Tanjong Pagar Dock transference to arbitration are being carried out with a despatch which would imply that both parties are fully alive to the desirability of arriving at a settlement at the earliest possible moment. By the last English Mail arrived Mr. W. E. Moulds, ex-Manager of Tanjong Pagar, who has come out to assist the Company in getting the case ready for presenting to the arbitrators. Several of the higher employees of the Company, especially Mr. J. Stuart and Mr. Rennie, Assistant Secretary, are also working up valuation and statistics. On the Government side Mr. L. M. Woodward is doing similar work. Messrs. Swan and McLaren have been retained by the Company as expert advisers. Mr. S. Tomlinson, of *(Strait Times)* understands, will act in a similar capacity for the purchasers in the matter of lands and buildings. We hear that Mr. Charles Arthur Cripps, the eminent K.C., is coming out to Singapore in connection with the arbitration proceedings. The names of several local professional men are also mentioned as having been retained to act in one capacity or another in the preparation or presentation of the case on either side.

## SHIPPING INTELLIGENCE.

Captain Deller of the British s.s. *Kumang*, from Calcutta, via Singapore, reports that on May 4th off Anambas Islands, he sighted one Italian warship, accompanied by a three-masted transport.

It is not often that three large German liners are alongside the Kowloon wharves at one time. Such was the case to-day when the *Prinz Sigismund*, the *Preussen* and the *Bayern* were lying there.

The Yokosuka Prize Court declared the following steamers to be confiscated on the 28th ult., despite the petitions of Mr. Akiyama, barrister of Yokohama:—The British steamer *M. S. Dollar*, the Austrian steamers *Duma* and *Stima*; and the British steamer *Wyfield*.

Vessels arriving from the North report foggy weather continuously from Japan to the outside of the harbour, and consequently nothing was seen on the way down. Neither the German mail s.s. *Preussen* nor the R. I. M. S. *Dufferin* had anything but "fog" to report.

A Tokio wire of the 3rd inst., to the *Shanghai Mercury*, says:—In the Gulf of Echili and Liaoning there are many mechanical mines floating and the season of dense fog having begun the navigation there has become very dangerous, not only at night but even in day-time. Therefore the Japanese Government has issued an order to suspend navigation to Yinkow (Newchwang) from Japan temporarily.

## THE FLOATING MINE DANGER.

Official explanation and details notwithstanding there still appear to be a good many genuine floating mines in the northern seas. The destruction of two was reported yesterday, says the *N. C. D. News* of 4th inst.

The C. M. S. *Yushun* (Captain Pratt) reports that on the 2nd inst., a mine was sighted in Lat. 30° 45' N., Long. 122° 30' E. It was probably the mine seen by the C. N. S. *Farling* on the 25th of April, having drifted the distance of thirteen miles southward during the intervening week. The *Yushun* circled round the mine at a distance of 200 yards, and shots were fired at it. Several hit the body of the mine, but it refused to explode. The captain then closed in to about 100 yards distance. The first shot at the reduced range hit the body of the mine; the second hit the centre spike, causing it to explode instantly, throwing a volume of water and smoke 150 feet in the air. There is no danger to a ship from an explosion at this distance, and if those on board are protected from falling pieces by sufficient overhead cover it is quite safe to approach to that extent.

The C. M. S. *Hsinchi* (Capt. Whitelaw), from Tientsin, reports that at 11 a.m. on the 1st inst. a floating mine was sighted ahead in Lat. 33° 45' N., Long. 122° 35' E. The engines were stopped, but after an hour's sharp firing with Winchester rifles, the captain and officers had failed to explode the mine. As it lay in the direct course of shipping between Shanghai and the N. E. Promontory, the captain thought it advisable, if possible, to tow the mine to Woosung and hand it over to one of the men-of-war to explode. A boat was lowered in charge of his chief officer, Mr. P. A. Miller. Mr. Ralph McCord, one of the passengers, volunteered to accompany the chief officer, in order to get some snapshots. On arriving at close quarters it was seen that the mine was spiked and bottom up. A rope was made fast by Mr. Miller to a chain attached to the mine, and this was taken back to the steamer, where a wire rope was also secured to it. Capt. Whitelaw proceeded at first slow ahead, but afterwards at full speed. After the mine had been towed for about two hours it suddenly exploded with a terrific report.

## B. I. S. N. CO.'S TURBINE STEAMERS.

The *Lanka*, *Linga*, and *Laguna* class of turbine steamers which the British India Steam Navigation Company is now putting into service brings Indian coasting mail services well up to date. The somewhat cramped dimensions of this new class of ship is said to be dictated in part by the configuration of a certain berth in the Bombay Docks. The owners are to be thoroughly congratulated on their enterprise in this departure. They are likely, we fear, to find their new ships heavy on the coals; if not, regular fire-eaters. As far as we can learn they do 16 knots quite comfortably and can do, or at least upon trials trips have done, 18 at a pinch. They have very prettily modelled hulls, and in fact are quite a credit to all concerned, and their motion in a moderate sea-way is said to be very notably easier than that of 12-knot vessels of their size with either single or twin screws. Flow long—in locomotive parlance—they will keep out of the shops is a point of much interest at present on the knees of the gods. It is clear they can't well strain themselves by racing unless they first turn bottom-up—*Indian Express*.

## NEGLIGENT NAVIGATION.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.M., Harbour Master, an inquiry was held this morning at the Harbour Office into the circumstances connected with the charge of negligent navigation preferred by Captain R. N. O'Mannony, commander of H.M.S. *Andromeda*, against the master of the steam launch *Grichen*, Kwok Fat, certificate No. 920, in the waters of this Colony, on the 4th inst.—Mr. L. West, midshipman, stated that on the 4th inst., at about noon, he was in charge of the ship's picket boat steaming towards Murphy Pier, when he observed the steam launch *Grichen* on his port bow, near the Naval Yard extension, steaming across the course of the picket boat, on a course parallel to the shore. When about 100 yards from the picket boat the *Grichen* sounded two blasts on her whistle, as if she was altering her course to port, but she did not do so. She continued on her course full speed, and had it not been that witness ceased the speed of the picket boat and reported his helm there would have been a collision.

As it was the boats passed within a few feet of one another—Kwok Fat, master of the *Grichen*, said he did not see the picket boat until he was close to her, and demonstrated the position of the two boats with models, showing that the vessel was clearly on his starboard bow, and that he did not give way as he should have done, by the rule of the road.—His certificate was suspended for six weeks.

## RUSSIAN WARSHIPS AT CHEFOO.

## CHINESE NEUTRALITY.

Chefoo, 27th April. As I wired you to-day, the *Strela* has been removed to within the reclamation mole here, towed by a steam launch of the Maritime Customs at about 3 o'clock of the 26th April. She is one of the four Russian torpedo boat destroyers which came into the port of Chefoo at the time of the capitulation of Port Arthur and was, afterwards dismantled and put under the strict guard of the Chinese authorities. She was, when she came in here, the flagship of the Commodore of the Russian destroyer flotilla, Chinese naval bluejackets nailed three big logs on both sides of the destroyer and tied her up. The three others are, it is understood, to be removed to the new mooring gradually. I have made special inquiry at the Chinese authorities here in the matter, and was told that the old mooring of the destroyers, namely the Bluff (Chefoo Island), is a good anchorage for protection against the north wind but it is not well protected against the south wind of the summer season and that the Chinese authorities had simply made the destroyer change her moorings to a safer anchorage. From the explanation there seems to be no deep meaning in it. However, as I wired you as soon as the news of the approach of the Baltic Fleet towards the China coast was received Mr. Mizuno, Japanese Consul here, told the Chinese authorities on the 12th April that he knew perfectly well that the Russian destroyers could never leave Chefoo, but in case Russian warships at Shanghai should leave there at the approach of the Baltic Fleet Japan might take steps to protect her own interests. The Acting Tao-tai here wired to the Customs Tao-tai Ho who was on his tour, and Viceroy Yuan, on the matter and therefore Tao-tai Ho suddenly returned to Chefoo to effect the removal of the mooring of the Russian destroyers with the explanation above given. This removal will avoid any complication in the matter. It is really due to the ever energetic and far-sighted action of Tao-tai Ho that this step to avoid any diplomatic troubles in future has been taken. (And he is indeed worthy of being in such a responsible position.)

It is reported here that the Chinese cruiser *Huishing* which has been here for a long time is leaving for Shanghai to strengthen the watch on the Russian warships in Shanghai.—*Shanghai Mercury*.

## WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st May.

	1904	1905
Tytan...	50' 6" below	34' 8" below
Byewash...	overflow	overflow
Pokfulam...	27' 8" below	13' 7" below
Wong-nai...	overflow	overflow
Wong-nai-cheng...	4' 9" below	45' 7" below
Storage Gallons.		
Tytan...	5,800,000	154,280,000
Byewash...	1,300,000	36,727,000
Pokfulam...	581,000	
Total...	5,681,000	191,007,000

Consumption of Water in the City of Victoria and Hill District during the month of April.

	1904	1905
Consumption...	75,922,000	124,423,000 gallons
Estimated population...	223,300	228,100
Consumption per head per day...	340.9	545.2 gallons.

Intermittent supply during the whole month of April, 1905.

Consumption of Water in Kowloon Peninsula during the month of April.

	1904	1905
Consumption...	12,049,000	14,335,000 gallons
Estimated population...	67,350	73,050
Consumption per head per day...	6.0	6.5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## THE WATER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 9th at 11.55 a.m. The barometer has risen over E. Japan, and fallen in N. China. Pressure is highest over SE. Japan. It appears to be low over Manchuria. Gradients continue slight over S. China and light variable winds indicated in the Formosa Channel and light S. and SE. winds over the part of the China Sea. Forecast:—Variable winds, light, fine.

## To-day's Advertisement.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. The Company's Steamship

"POLYNESIAN," will be despatched for the above Ports, on or about MONDAY, the 15th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 9th May, 1905.

## To-day's Advertisements.

## NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. ERNEST J. MOSS, the late Manager of our Fochow Branch, who is no longer in the employ of our Firm.

DODWELL &amp; CO., LIMITED.

Hongkong, 8th May, 1905. [552]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to sell by PUBLIC AUCTION, ON

THURSDAY,

the 11th May, 1905, at Noon, at Causeway Bay.

THE Steam Launch.

"COMPETITOR," formerly known as "COURIER."

PARTICULARS:

Length between Perpendiculars... 53 ft. 8 in.  
Breadth Extreme... 11 ft.  
Depth... 5 ft. 3 in.  
Gross Tonnage... 25 tons.  
Net Tonnage... 10 tons.  
Working Pressure... 100 lbs.  
Holler—teel 4 ft. 6 in. Diameter 6 ft. 5 in. long.  
Engine—Compound, Non-Condensing.  
Cylinders—H.P. 7 1/2", L.P. 14", stroke 9".  
A Steam Launch will leave BLAKE HALL at 11.30 A.M. to convey intending purchasers.  
TERMS:—As usual.

HUGHES & HUGHES, Government Auctioneers.  
Hongkong, 9th May, 1905. [553]

THE DAIRY FARM CO., LIMITED.

FINEST AUSTRALIAN TABLE BUTTER.....70 Cts. per lb.  
SECOND QUALITY TABLE BUTTER.....60 " "

CANADIAN STILTON

CHEESE.....50 " "

FROZEN QUAIL.....20 Cts. Each.

FROZEN SHEEP TONGUE.....20 " "

FROZEN SHEEP KIDNEY.....5 " "

FINE AUSTRALIAN HAM.....60 " "

FINE AUSTRALIAN BACON.....55 " "

PRIME YORKSHIRE HAM.....70 " "

HONGKONG, 9th May, 1905. [45]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1905. [550]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship "PRINZ SIGISMUND" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M. TOMORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MEELCHERS & Co., Agents.

Hongkong, 8th May, 1905. [13]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 11th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th May, 1905. [551]

## Intimations.

## ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

## MANUFACTURE IRON FRAMED PIANOS

\$375, \$420, \$495

BEST MAKE OF IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$405, \$585.

PIANOS FOR HIRE

ON OR Credit Payments.

TALKING MACHINES

AND RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

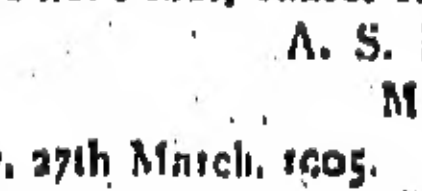
Hongkong, 27th April, 1905. [521]

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SHANTUNG, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1905. [48]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to H. M. THE KING

and H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Whisky



# Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

### AND

## CHINA MUTUAL STEAM NAV. CO., LD.

### JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	10th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	10th June.
GLASGOW and LIVERPOOL	"YANGTZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	13th May.
	"YANGTZE"	21st June.

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 9th May, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YONGHONG"	10th May.
MANILA, CEBU and ILOILO	"TAMING"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th "
TSINGTAO, CHEFOO and TIENTSIN	"CHIELI"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 8th May, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 6th May, 1905.



## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	2540	R. Rodger	MANILA	18th May, at 4 P.M.
"NORDPOL"	2540	A. H. Notley	"	15th June.

For Freight and further information, apply to

**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 6th May, 1905.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.

### PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

### THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4483	Bahle	May 16th, 1905.
"ARAGONIA"	5190	Schmidt	May 30th, "
"NICOMEDIA"	4370	Wagner	June 26th, "
"NUMANTIA"	4370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**AL-LAN CAMERON,** General Agent.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

### AUSTRALIAN LINE.

### REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

### ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon on board.

### BUTTERFIELD & SWIRE,

Agents.  
Hongkong, 1st February, 1904.

### STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,358 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HANGSANG	WEDNESDAY, 10th May, 4 P.M.
MANILA	YUENSANG	FRIDAY, 12th May, 4 P.M.
SANDAKAN	MAUSANG	SATURDAY, 13th May, Noon.
SGAPORE, PENANG & CALCUTTA	KUNSANG	TUESDAY, 16th May, 3 P.M.
TIENTSIN	WOSANG	THURSDAY, 18th May, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.**  
General Managers.

Hongkong, 9th May, 1905.

### TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First " " " " to Macao 2.00

" " " " " " with Cabin 3.00

" " " " " " " " with Cabin 5.00

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Muequ Agent.

Hongkong, 1st May, 1905.

### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

### STEAM FOR

BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Capt. Cogliolo, will be despatched for the above Ports, on SATURDAY, the 15th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 6th May, 1905.

## Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

### CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,563 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.,

Arriving at Macao about Noon.

From Macao 7 P.M.,

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$10. Return \$4

Second Class, Single \$5. Return \$2

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 2nd May, 1905.

### REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905.

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 9th May, 1905.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"  
FROM LONDON AND ANTWERP VIA STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd May, 1905.

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MALTA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex S.S. *India*.

From Persian Gulf, ex B.I.S.N. and R. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 4th May, 1905.

### FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd May, 1905.



**Sanitas**  
Disinfecting Fluid  
Parfuming Agent  
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is a non-toxic and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a powerful antiseptic and deodorant that carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingszett's Fumigating Candles

supply the safest and most convenient means of fumigating. For the disinfection of infected places, bedding, clothing, etc. they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN, LONDON, E.

Hongkong, 5th May, 1905.

## Intimation.

### THE HONGKONG TELEGRAPH.



## CHINA COAST METEOROLOGICAL REGISTER.

Each of the three centenaries is in its way a triumph in the cause of freedom. Cervantes relieved mankind from the bonds of a still stupid system of chivalry. Schiller promoted the cause of freedom on the continent, while Nelson secured the same blessing for all the oceans of all the world.

U.S.N. Mr. A. B. Moulder, Lieut.-Comdr. and Mrs. Seymour, Messrs. W. J. Carroll, E. Corrales, Carlos Gagli, A. Ed. C. Jones, H. L. T. Reth, Mr. and Mrs. G. S. Oliver, Mrs. R. M. Loper, Misses Clemencia Lopez, Amelia Barretto, Judge Lineberger, Mr. J. F. Quirk, Captain Rittenhouse, Judge and Mrs. A. E. McCab, Messrs. R. J. Equarraz, A. Kryner, Mr. and Mrs. Bears, Mr. and Mrs. Reams, Mr. and Mrs. Noronha and child, Messrs. T. Shibatani, Jas. Moore, Edgar T. Lossiter, J. Mathson, J. Sovaki, J. Nolve, 2 Filipinos, and 45 Chinese.

Steamers Expected.			
Vessels	From	Agents	Dues

Hongkong & Whampoa Dock Return			
B. A. Broch	at	Kowloon	Dock
H. M. S. Albion			
Ischia			
Holching			

Seneca. 25th April—Princess Marie, Princess Alice, Occamian, Denbighshire. 28th April—Rhenania, Sleanor, Patroclus, Prince Regent, Lulitpold. 1st May—Japan, and May—Rosa, Persia, Satsuma, Tourane. 6th May—Kaimun, Sambia.

Canton at 9 a.m.  
Mails for Namtau, Sanbus, Kongmooc,  
Kumchuk, Samshui, Wuchow and Canton  
every evening at 5 p.m. On Sundays the mail  
will be closed at 9 a.m.  
No mail will be closed for Canton on Sat-  
day evening.

Humber	000	000	000	storkship	...	...
Iphigenia	010	000	000	cruiser, and class	...	...
Janus	000	000	000	torpedo boat destroyer	...	...
Kinsha	000	000	000	river gunboat	...	...
Moorhen	000	000	000	river gunboat	...	...
Ocean...	000	000	000	battleship, 1st class	...	...
Otter	000	000	000	torpedo boat destroyer	...	...
Rambler	000	000	000	surveying-vessel	...	...
Robin	000	000	000	river gunboat	...	...
Sandpiper	000	000	000	river gunboat	...	...
Sirius	000	000	000	cruiser, and class	...	...

Yanban ...	...	...	battleship, reserve
Vigilante ...	...	...	river gunboat ...

\* Flagship of Vice-Admiral Bayle, Co  
† Flagship of Rear-Admiral de Pauque

5,600	8	7,000	Captain William
280	6	5,000	Reserve
85	4	1,200	Lieut. Comm.
180	2	800	Lieut. Comm.
12,950	16	13,500	Captain T. G.
150	6	6,300	Reserve
815	6	650	Commander
85	2	240	Lieut. Comm.
85	2	240	Lieut. Comm.
3,000	8	7,000	Captain C. H.

...	0,330	23	4,300	Lieut. Bragg
...	123	7	500	

Commander-in-Chief.  
 de Joaquiães, Second-in-Command.

M. B. Fawcner	...	...	Singapore
...	...	...	Hongkong
nder E. V. F. R. Dugmore	...	...	Yangtze
nder F. B. Noble	...	...	West River
Grest	...	...	Hongkong
...	...	...	Hongkong
E. Monro	...	...	Surveying
nder Robert E. Vaughan	...	...	West River
nder H. T. Atley	...	...	Hongkong
H. Moore	...	...	Shanghai
nder Davidson	...	...	Yangtze

000 000 000 000 000 Canton

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity ... ..	despatch-vessel ... ..	1,700	4	3,000	Commander Harbord ... ..	Hongkong
Albion † ... ..	battleship, 1st class ... ..	13,500	16	13,500	Captain Sydney R. Framanle ... ..	Hongkong
Andromeda ... ..	cruiser, 1st class ... ..	12,950	16	10,000	Captain R. Nelson Commanney ... ..	Hongkong
Atreus ... ..	cruiser, 2nd class ... ..	4,360	10	7,000	Captain Lionel G. Tufnell ... ..	Yangtze
Bosaventure ... ..	cruiser and class ... ..	4,360	10	7,000	Captain H. H. Torlesse ... ..	Hongkong
Centurion ... ..	battleship, 1st class ... ..	10,500	14	13,000	Captain Fegan ... ..	Hongkong
Cherub ... ..	water tank and tug ... ..	300	—	500	...	Hongkong
Diadem ... ..	cruiser, 1st class ... ..	11,000	16	16,500	Captain H. W. Savory ... ..	en route to Singapore
Fame ... ..	torpedo boat destroyer ... ..	306	6	5,700	Lieut.-Commander Stevenson ... ..	Hongkong
Glory ... ..	battleship, 1st class ... ..	12,950	16	13,500	Captain Hon. Bopford ... ..	Hongkong
Handy ... ..	torpedo boat destroyer ... ..	275	6	4,000	Reserve ... ..	Hongkong
Hart ... ..	torpedo boat destroyer ... ..	275	6	4,000	Lieut.-Commander Richards ... ..	Hongkong
Hecla ... ..	special service torpedo-vessel ... ..	6,400	—	3,400	Captain E. F. B. Chatton ... ..	en route from Singapore
Hogue ... ..	cruiser, 1st class ... ..	12,000	14	21,000	Captain Shortland ... ..	Hongkong
Humber ... ..	storeship ... ..	1,640	—	800	Lieut. P. M. Risdore ... ..	Hongkong
Impetuous ... ..	cruiser, 2nd class ... ..	3,600	8	7,000	Captain William B. Fawcner ... ..	Singapore
Janus ... ..	torpedo boat destroyer ... ..	380	6	5,900	Reserve ... ..	Hongkong
Kinsha ... ..	river gunboat ... ..	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore ... ..	Yangtze
Moorehen ... ..	river gunboat ... ..	180	2	800	Lieut.-Commander F. B. Noble ... ..	West River
Ocean ... ..	battleship, 1st class ... ..	12,950	16	13,500	Captain T. G. Greet ... ..	Hongkong
Otter ... ..	torpedo boat destroyer ... ..	310	6	6,300	Reserve ... ..	Hongkong
Rambler ... ..	surveying-vessel ... ..	835	6	650	Commander G. E. Monro ... ..	Surveying
Robin ... ..	river gunboat ... ..	85	2	240	Lieut.-Commander Robert E. Vaughan ... ..	West River
Sandpiper ... ..	river gunboat ... ..	85	2	240	Lieut.-Commander H. T. Aisley ... ..	Hongkong
Sirius ... ..	cruiser, 2nd class ... ..	3,600	8	7,000	Captain C. H. H. Moore ... ..	Shanghai
Snipe ... ..	river gunboat ... ..	85	2	240	Lieut.-Commander Davidson ... ..	Yangtze
Taku ... ..	torpedo boat destroyer ... ..	310	6	6,300	Reserve ... ..	Hongkong
Tulley ... ..	cruiser, 1st class ... ..	12,000	14	21,000	Captain W. L. Grant ... ..	Singapore
Tamar ... ..	receiving ship ... ..	450	0	—	Commodore Dickson ... ..	Hongkong
Tear ... ..	river gunboat ... ..	180	2	800	Lieut.-Commander E. Secretan ... ..	Yangtze
Thetis ... ..	cruiser, 2nd class ... ..	3,400	8	9,000	Captain J. A. C. Wilkinson ... ..	Singapore
Yongance ... ..	battleship, 1st class ... ..	12,950	16	13,500	Rear-Admiral C. H. Adair ... ..	Singapore
Virago ... ..	torpedo boat destroyer ... ..	355	6	6,300	Lieut.-Commander Gregory ... ..	Hongkong
Waterwitch ... ..	surveying ship ... ..	620	4	450	Commander R. W. Glenie ... ..	Hongkong
Whiting ... ..	torpedo boat destroyer ... ..	350	6	5,900	Lieut.-Commander C. E. L. Thomas ... ..	Hongkong
Woodcock ... ..	river gunboat ... ..	150	2	550	Lieut.-Commander Hugh Somerville ... ..	Yangtze
Woodlark ... ..	river gunboat ... ..	150	2	550	Lieut.-Commander Jas. F. Knox ... ..	Yangtze

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

**FRENCH MEN-OF-WAR ON THE CHINA STATION.**

NAME.	FLAG AND DESCRIPTION.	TONS.	CUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,750	10	1,700	Lieut. Ferrat	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150	—	Haiphong
Batonnais	river gunboat	—	—	150	—	Saigon
Cassard	river gunboat	—	—	150	Lieut. Hus	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	335	4	458	Lieut. Mervillieux du Vignaux	Cul of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allard	Baie d'Along
Décidé	gunboat	545	10	1,000	Lieutenant LEBON	Haiphong
Déserteur	cruiser	3,985	14	5,500	Commander AMMI	Saigon
Éclat	river gunboat	303	—	6,300	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	—	Lieut. Coloni	Haiphong
Frédre	destroyer	350	—	393	Lieut. Jehenne	Haiphong
Guichené	protected cruiser	—	—	—	—	Saigon
Guyeydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	200	6	308	Lieut. Portier	Haiphong
Jacquin	river gunboat	307	—	500	Lieut. Corlier	Haiphong
Javeline	destroyer	1,250	7	2,500	Commander Ségot-Durouin	Haiphong
Karsaint	cruiser	—	—	—	Commander Simon	Chempak & Phai
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm	armoured cruiser	9,700	12	19,500	Capt. Dural	Baie d'Along
Mousquet	river gunboat	307	7	6,300	Lieut. Prat	Saigon
Océ	river gunboat	—	—	—	Lieut. Grellier	Chongking
Pélio	gunboat	—	—	—	Lieut. Lavissière	Chongking
Pistolet	destroyer	307	7	6,300	Lieut. de Reinch-Worth	Saigon
Protée	sub-marine	—	—	—	Lieut. Glavieux	Saigon
Redoutable	battleship, reserve	9,437	8	6,071	Commande C. P. M. Polidote	Saigon
Sabre	destroyer	—	—	—	Lieut. Leball	Haiphong
Sire	armoured gunboat	1,750	10	1,700	Capt. Duprier	Saigon
Solli	armoured cruiser	10,014	38	20,000	Capt. Guberteau	Baie d'Along
Surprise	gunboat	620	3	900	Lieut. Roque	Baie d'Along
Taklas	river gunboat	—	—	—	—	Upper Yangtsé
Takou	destroyer	250	6	—	Capt. Terquem	Saigon
Vanban	battleship, reserve	6,150	23	4,500	—	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Canton

† Flagship of Rear-Admiral de Fougère de Jonquière, Second-in-Command.



